

The China Mail.

Established February, 1843.

VOL. XLVII. No. 8840.

號六廿月五十一九百八千英

HONGKONG, TUESDAY, MAY 26, 1891.

日九月四日卯辛

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STEPHEN & CO., 80, Cornhill. GORDON & GOWRIE, 10, Cheapside. E. C. BATES & CO., 150, Walbrook. E. C. SAMUEL DRAGOON & CO., 150 & 154, Leadenhall Street. W. M. WILLIS, 151, Cannon Street, E. C. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE.—AMADEE PRINCE, 32, Rue Lafayette, Paris.

NEW YORK.—J. T. STEWART, HAPPE, THE CHINESE EXCHANGE OFFICE, 62, West 22d Street.

SAN FRANCISCO and AMERICAN PORTS generally.—BROWN & BLAINE, San Fran- cisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. C. HEINRICH & CO., Manila.

CHINA.—MAGNO, A. A. DA COSTA, Ameri- N. MACCALLUM, Poochow, Heng & Co., Shantou, LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE. RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-day, 10 to 2; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$400 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 6 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balance.

5.—Each Depositor will be supplied gratis with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

F. DE BOVIS, Acting Chief Manager.

Hongkong, January 1, 1891. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$9,296,677.07
RESERVE FUND, \$6,800,000.31
RESERVE LIABILITY OF \$9,296,677.07
PROVISIONS, \$9,296,677.07

OUR DRAFTS, J. S. MOSE, Esq.

Deputy Cashier.—B. O. MICHAMAN, Esq.

H. L. DALENTWELL, Hon. J. J. KEEWICK, Esq.

T. E. DAVIES, Esq.

C. J. HOLLOWAY, Esq.

H. HOPKINS, Esq.

ACTING CHIEF MANAGER.

Hongkong, F. DE BOVIS, Esq.

MANAGER.—JOHN WALTER, Esq.

LONDON BANKER.—London and County Bank.

HONGKONG.

Interest Allowed.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits.—

For 3 months, 3 per cent. per annum.

6 " 4 per cent.

12 " 5 per cent.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

F. DE BOVIS,

Acting Chief Manager.

Hongkong, March 11, 1891. 363

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL, \$2,000,000.

PAID-UP CAPITAL, \$250,000.

London, 40, Threadneedle Street, West End Office, 26, Cockspur Street.

BALANCE IN LONDON, CHINA, JAPAN AND THE COLOMBIES.

THE BANK receive Money on Deposit, Bills and Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

Interest Allowed on Deposits.

For 12 months, 2 per cent. per annum.

3 " 3 "

On Current Deposit Account 2 per cent. per annum on the Daily Balance.

E. W. BUTTER,

Manager.

Hongkong, September 4, 1890. 1302

Intimations.



GOVERNMENT NOTIFICATION.

A Limited Number of Copies in FOUR VOLUMES, of the ORDINANCES OF THE COLONY, up to the end of 1887, can be obtained for TWENTY-FIVE DOLLARS the set, on written application to the REFERENCE CLERK, Colonial Secretary's Office.

By Command, W. M. DEANE,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 23d May, 1891. 1050

THE MOUNT AUSTIN HOTEL
EXPECTED TO OPEN
ON THE 1st JUNE.

Hongkong, May 23, 1891. 1049

THE NATIONAL BANK OF CHINA,
LIMITED.

Hongkong, May 7, 1891. 935

NOTICE TO SHAREHOLDERS.

THE Second CALL of TWO POUNDS
(\$2) Sterling per Share is PAY-
ABLE at the TEMPORARY OFFICES of the
Bank, No. 7, Praya, on or before 20th
JUNE, 1891.

By Order of the Board of Directors,
W. H. FORBES,
Chairman.

Hongkong, May 21, 1891. 1042

NIPPON YUSEN KAISHA.

FOR HONOLULU.

THE Company's Undermentioned
STEAMSHIPS will leave YOKOHAMA
for HONOLULU (direct), as under:

MIKIKI MARU, 15th May.
YAMASHIRO MARU, 1st June.
MIKIKI MARU, 27th July.

Through Bills of LADING will be granted
from Hongkong.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.

Hongkong, May 6, 1891. 928

A. S. WATSON & Co., LIMITED.

NOTICE is hereby given, That an EX-
TRAORDINARY General MEET-
ING of the Company will be held at the
HONGKONG Dispensary on FRIDAY, the
29th Inst, at 3 p.m., to confirm the Special
Resolution passed at the Extraordinary
General Meeting held on the 14th Instant.

H. H. ALBOTT,
Secretary.

Hongkong, May 20, 1891. 1030

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES,
BRONZE LIQUID AND OTHER COMPASSES,
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE,
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices. 743

CANADIAN PACIFIC RAILWAY
COMPANY.

CHINA AND JAPAN ROYAL MAIL
STEAMSHIP LINE.

THE Undersigned have been appointed
AGENTS in HONGKONG and CHINA
for the above Line.

DODWELL, CARLILL & CO.
Hongkong, May 16, 1891. 1003

NOTICE.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are
respectfully informed that, upon
their arrival in this Harbour, NONE of
the Company's FOREMEN should be sent to
HEAD OFFICE, No. 14, Praya Central, will
receive prompt attention.

In the Event of Complaints being found
necessary, Communication with the Under-
signed is requested, when immediate steps
will be taken to rectify the cause of dis-
satisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1456

N O T I C E

IMURIS MINES, LIMITED.

THE Transfer BOOKS of this Company will
be CLOSED from the 23rd to the
30th Instant.

JARDINE, MATHERSON & CO.,
Agents.

Hongkong, May 12, 1891. 907

READY IN A FEW DAYS.

UP THE YANGTSE,

E. H. PARKER,
with
SKETCH MAPS.

CONTENTS:
The Yangtse, Oberland and Rapid in Upper
The Route of the Upper Yangtse.
The "Wade-memoir" of the Traveller
through the Gorges of the Great River.
Special Observations.

A Journey in North Szechuan.
Nan-ch'uan and the Kung-tsun River.

Up the Kiang-ting River.
The Great Salt Wells.

North Kwei Chou.

The Wilds of Hu-peh.
The Ch'uan Plants.

Hongkong, September 4, 1890. 1303

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For 12 months, 2 per cent. per annum.

3 " 3 "

On Current Deposit Account 2 per cent. per annum on the Daily Balance.

E. W. BUTTER,

Manager.

Hongkong, September 4, 1890. 1302

Business Notices.



LANE, CRAWFORD & CO.

H A V E N O W U N P A C K E D

T H E I R N E W S T O O K O F

C A L C U T T A P I T H
S U N H A T S .

S T R A W H A T S .

N E W " T E R A I " H A T S .

LANE, CRAWFORD & CO.

Hongkong, May 7, 1891. 935

LOCAL AND GENERAL

PASSED SUM CAMPAL
OUTWARD BOUND.—Palamed, April 10;
Stonbath, 24.—Zanzibar, 26.—Thor-
date, May 1.—Glenarvan, Esse, Ispigas,
5.—Cardiganshire, Esmeralda, 6.—Dio-
med, Monterrey, Caledonian, 12;
Prism, 15.—Avonshire, Bayonet, 17.

HOMeward Bound.—Antioch, April 10;
Aster, 14.—Roxana, 21.—Mendota, 5;
Colonial, May 1.—Napier, Oriental, 5;
Alegria, 8.—Glacier, Glenalock, Ful-
ford, Bellona, 13.—Oriental, Yorkshire,
Harvest, Caledon, 15.—Melbourne, Pro-
metus, Ironbound, Head, Hampshire,
17.

The P. M. S. S. Co. a. s. China, with the
AMERICAN MAIL, of April 7th, left
Yokohama on Sunday, May 24th and
may be expected here on or about Sat-
urday, May 30.

The Canadian Pacific a. s. Empress of India,
from Vancouver with mails, etc., left
Shanghai for Hongkong on the 26th
May, and may be expected here on or
about May 28th.

The a. s. Kultang, from Calcutta, left Sin-
apore on May 20, and may be expected
here on or about May 25.

The China Shippers Mutual S. N. C. Co.'s
a. s. Peigney, from London, Glasgow
and Liverpool, passed the Canal May
12th, due at Fowey about 26th May.

The N. G. I. a. s. Beagle, from Bombay,
left Singapore on May 21, and may be
expected here on or about 28th.

The O. S. C. Co.'s steamship, Palomino,
from Liverpool, left Singapore on May
22nd, and may be expected here on or
about May 29th.

The P. & O. a. s. Brindisi left Singapore on
the 25th May, and may be expected
here on or about the 31st May.

The P. & O. a. s. Tigris left Bombay at 2
p.m. on May 22nd for this port.

During the week ending 24th May, 1891
Europeans and 1,033 Chinese visited the
City Hall Museum.

The Superintendent of the P. & O. S. N.
Co. informs us that the Company's a. s.
Brindisi left Singapore for this port
yesterday at 10 a.m.

Messrs. Dodwell, Carrill & Co. inform us
that the Canadian Pacific R. Co.'s steamer
Empress of India left Shanghai at 1 p.m.
today, and is due here on the afternoon of
the 28th inst.

FUN SING, an actor, was sent to gaol for
three months by Mr. Wise to-day for
having in his possession eighteen sovereigns
fifteen small coins. He had a previous con-
viction for the same offence against him.

A PIR, a constable in the water police,
was charged before Mr. Wise to-day with
taking a bribe. Constable Evans said the
defendant was sent on board a cargo boat
which was lying in the fairway and while
there took a bribe of two dollars. A
cook on board the cargo boat said he got
a scare because the defendant said he was
going to arrest him, and he therefore handed
the defendant \$2. The defendant told his
worship that the money was thrust into his hand, and he being a new
man accepted it. The sentence was 14
days hard labour.

THE Queen's Birthday was celebrated yes-
terday in the colony with the usual demon-
strations, and the day was generally observed
as a holiday. The men-of-war and some
of the merchant vessels in the harbour
were dressed, and the Kowloon Ferry
launched made a liberal display of bunting.
The usual salute by the men-of-war and the
shore battery was fired at noon. In the
afternoon there was a review of the troops
at the Parade and Cricket Grounds by
H. E. Major-General Barker, G.B., Officer
Administering the Garrison. There
was a very large crowd of spectators. The
troops included Royal Engineers, Royal
Artillery, the 1st Argyll and Sutherland
Highlanders and several batteries of gun-
carriage. The Volunteers, who were invited
to take part in the review, made only a
small turn-out, there being only twenty-
five present. The troops on marching
the enclosure were formed into lines to receive
His Excellency, who, accompanied by his
staff, arrived about five o'clock. The feu-
de-jou was then fired. Twenty-one rounds
were fired with the field guns of the Gun
lascars and the Volunteers, the former
iring fourteen and the latter seven, and
three rounds were fired by the troops forming
the line. The feu-de-jou was followed
by three hearty cheer for the Queen. The
ceremony of trooping the colour was after-
wards gone through by the Highlanders.
The troops then formed into companies and
marched past. A 21 Gun salute was held
at the Roman Catholic Cathedral in the
afternoon. Bishop Raimondi presiding.
In the evening, instead of the usual ball,
there was a reception at Government House
from ten till twelve.

THE Dutch German Lloyd has proposed to
the Italian Government to run a line of
steamers between Genoa and Batavia
and Genoa and Singapore for an annual
subvention of 200,000. *Financial News.*

A LETTER from Peking says:—Peking
is looking beautiful and will remain
so, I am told, by the time the "Great
Exposition" is over. "People will be
here in great numbers, and the
magnitude of the exhibition is 'not
out'." But it is to be regretted that
the Chinese are not invited to the
exposition. The Chinese are not invited
to Peking, and the Chinese are not invited
to the exhibition.

THE INFLUENZA.
London, 18th May.—The influenza in
England is unabated, and the extreme cold
lately has caused many relapses.

THE CHINA MAIL.
HONKONG, TUESDAY, MAY 26, 1891.

The Secretary of the Chamber of Commerce
is that the committee of the Chamber
is that Mr. Mackintosh—has written a
very long letter to the Government con-
troversy Governor De Souza's state-
ments and arguments about the incidence
of taxation on shipping and the advisability
of increasing that taxation. We are afraid
the length of the letter will deter the
majority of our readers from perusing it,
and we cannot say that they will lose much.

The wordy duel between Mr. Mackintosh
and Governor De Souza has little practical
interest for the Colony. His Excellency
began the debate by asserting that the
object to be sought after was to make
shipping pay for all the expenses incurred
in connection therewith, and by hinting
that the result of this principle would be
an increase of tonnage dues on non-Chinese
vessels, which he further maintained, con-
tributed proportionately less than Chinese
craft to the revenue of the Colony. Mr. Mack-
intosh has replied, and on the narrow issue
involved he certainly has the best of the
argument. But the issue is almost entirely
irrelevant to the broad question, whether

taxes ought to be lowered or raised.

As long as expenditure remains high, heavy
taxation will be necessary. The problem
is how to impose the taxes so that trade
will be least affected and so as to entail the
least possible friction. Dues on shipping
are easily collected and so fulfil one great
desideratum. But Mr. Mackintosh says
their influence on trade is most deleterious,
and if that is so, the advantages of ease of
collection would be greatly outweighed.
No one will seek to deny that heavy ton-
nage dues would have a prejudicial effect
on the shipping trade and consequently on
the prosperity of the Colony; but it has not
been proved that a 25 cent rate has kept
one steamer out of the colony that would
have come here, or has had any more
injurious effect on the shipping trade than
another tax of equal amount. Mr. Mack-
intosh speaks about almost compelling
ships to enter the colony, but he forgets that
the arrival of ships is only an incident of
trade. Unless there are facilities in the
colony for storing, sorting and redistributing
goods, and unless such work can be
carried out cheaply, steamers won't come to
Hongkong, even though all dues are
abolished. The cost of this manipulation
of goods is directly affected by the general
taxation of the colony, by opium duty,
house tax, license, stamp duties, &c. &c.; and
this general taxation may as seriously
interfere with trade as a small direct ship-
ping tax.

The question of the proportion of revenue
raised from Chinese and non-Chinese ship-
ping has a direct bearing on the competi-
tion of steamers and junks; and if Mr.
Mackintosh can show that steamers are
unfairly burdened, he is perfectly justified
in demanding a readjustment. Should it
be determined to continue the light, or
tonnage, dues at their present rate after the
completion of the Gap Rock light, this im-
portant point of the incidence of taxation
on steamers and junks must be fully con-
sidered. We are not inclined to un-
reservedly accept his figures, as he is an
advocate fighting for his own cause, but
they deserve attention, and if the Registrar
General or the Colonial Treasurer cannot
put a different aspect on the relative posi-
tion of the competitors for the carrying
trade, re-examination of due judgment may soon
have to be taken up. But it must not be
forgotten that taking off dues from steamers
and putting them on junks will not increase
the trade of the colony. The junks are as
important a factor in our commerce as the
steamers. Without junks a large portion
of our distributing trade would cease, and
fewer steamers would consequently enter
the harbour. Mr. Mackintosh is an acute
observer, but he only looks straight before
him. He has to learn that the world is
round.

TELEGRAMS.
(Via Southern Line.)
[SUPPLIED TO THE "CHINA MAIL"]

MR. GLADSTONE'S ILLNESS.
LONDON, May 23rd.
Mr. Gladstone is still suffering severely
from influenza.

PORUGAL'S POLICY.
The Portuguese Ministerial reformed
programme includes large reductions in the
budgets for Colonies and War.

(From Singapore papers.)

OUTBREAK IN DUTCH GUIANA.
London, 18th May.—At Paramaribo the
long awaited review of the troops against the open
and middle classes. Numerous conflicts have
taken place at which large numbers have
been wounded; there is a considerable
panic and the situation is most alarming.
The Guiana Chamber have petitioned the
Minister for the Colonies to allow the
Public Prosecutor a free hand in order to
suppress the outbreak.

SURINAM or FUTCHI GUIANA, of which
Paramaribo is the chief town, lies on the
North Coast of South America with a popu-
lation of 97,000 inhabitants on an area of
46,000 square miles. The principal ex-
ports are sugar, coffee, rum, no-
nilla, quassia and other valuable woods,
gum and drugs; most of these articles
find their way to Britain. Gold also
is an export product. The population is
mixed, consisting of Europeans, Jews, Indians,
and Maroons or bush negroes; several
thousand of coolie immigrants from
India, and a sprinkling of Chinese. It is
ruled by a Governor assisted by a Council
partly nominated, and partly elective. The
country is largely unoccupied, especially
in the inland districts north and south, which
are still in the hands of the native
descendants of runaway slaves. Slave
abolition was established in 1863. £25 of compensation
was given to the owner for each slave.
Although the physical character, climate
and productions of the country are nearly
the same as those of British Guiana, the
natural advantages of Dutch Guiana are
not so fully developed. Several rivers flow
through the country into the Atlantic,
much of the area they traverse being
covered with wide spreading forests of valuable
timber. The Dutch established settlements
on the coast as far back as 1680.
—*Strait Times.*

NYASSALAND.

A British protectorate in Nyassaland has
been gazetted.

THE INFLUENZA.

London, 18th May.—The influenza in
England is unabated, and the extreme cold
lately has caused many relapses.

REMARKS, to the departure of Consul
Bourne for Canton, the *Amoy Times* says:

—Mr. Bourne has been senior assistant at
the British Consulate here and during his
brief stay displayed diplomatic ability of the
highest order, winning for himself the well-
merited promotion to the higher post
which he has gone. A host of friends
in Amoy and Kulangsu, including all the
Consular Corps of the great powers represented
here, went to the steamer to say
good-bye to the departing Consul.

The *Amoy News* says:—It is said that Mr.
Soon Tien, Attaché at the Chinese Lega-
tion at Tokyo, was going home with his
wife on board the *Koden-maru*, which left
Yokohama on the 18th. When of
Omasaki about 11 p.m. on the same day, Mr.
Soon Tien reported to the captain that his
wife was missing. A search proved
unavailing, the ship was stopped, and a
boat lowered, but no trace of the un-
fortunate woman could be found. It is said
she was snatched from the *Amoy* and
was going to China for the sake of her health.

Business Notices.

MEMOS. FOR TO-MORROW.

Shipping.

10 a.m.—*Hau Pa* leaves for Bangkok.
Noon.—*Ahington* leaves for Shanghai.
4 p.m.—*Tsing-tung* leaves for Stow, &c.

Auctions.

3 p.m.—Auction of Machinery, &c., at
Messrs. Thos. Kerr & Co., Yau-mu-ti.

Miscellaneous.

Goods per *Padang* undelivered after this
date subject to rent.

WINES AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & CO.,
LIMITED
(ESTABLISHED A.D. 1841.)
HONGKONG.



WALKING SHOES. TENNIS SHOES.

GENTLEMEN'S OUTFITTERS.

Hongkong Trading Company, Ltd.

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DEPARTURES.

May 26.—

Taichow, for Swatow.

Palos, American gunboat, for a cruise.

Denoto, for Kuching.

Compton, for Touren.

John for Quilon.

Tai Lee, for Amoy.

Kuang-ee, for Shanghai.

Fukien, for Swatow.

Batavia, for Kubo and Vancouver.

Impervious, British ironclad, for a cruise.

PASSENGERS.

ARRIVED.

Per *Frigga*, from Kobe, Mr. von Torb.

Per *Kotsing*, from Calcutta, Major

Aust. & 31 Chinese.

Per *Moungkit*, from Bangkok, 50 Chinese.

Per *Velocity*, from London, 51 Chinese.

Per *Naroma*, from Coast Ports, Rev. and

Mrs. Ashmore, Mr. Borneham, and 55

Chinese.

Per *Lydian*, from Wu-hu, 8 Chinese.

DEPARTURE.

Per *Amoy*, 20 Chinese.

Per *Strata* & *Calcutta*.

Per *Kantong*, at 11.30 a.m., on Saturday,

the 29th inst.

POST OFFICE NOTICES.

MAILS will close:—

For MANILA, PORT DARWIN, THURS-

DAY, ISLAND, CO-KTOWN, TOWNSVILLE, BRISBANE, SYD-

NEY & MELBOURNE.

Per *Taiwan*, at 8.30 a.m., on Friday,

the 29th inst.

For SWATOW, AMOY & FOOCHOW.—

Per *Naroma*, at 11.30 a.m., on Friday,

the 29th inst.

For NAGASAKI, KOBE & YOKOHAMA

Per *Ansonia*, at 6 p.m., on Friday,

the 29th inst.

For STRATA & CALICUTA.—

Per *Kantong*, at 11.30 a.m., on Saturday,

THE PING CHUAN GAZETTE learns that on the 4th instant, as an armed patrol, consisting of twenty-one Dutch sailors, and a single Achinese, attacked the men of the mud, whom he cut down and killed. The next second, twenty bullets penetrated the body of the Achinese. It is also reported that at present it is not safe to land at Edie, still less to go up the river, as the place seems to be full of hostile Achinese.

A fatal collision took place at Yokohama on the 14th inst. between the British steamer 'Onda' and the 'Fukuyama', a Japanese sailing vessel, the latter being steaming out of port for Kobe, and the latter coming in under full sail from Shimashima. The junk, which was about 2,000 fathoms long, was struck midships and cut in two, and one of the two men on board at the time of the collision sank before a boat could reach him. The other was saved by a boat lowered from the Japanese man-of-war 'Takachiho'. The 'Onda' anchored immediately after the accident, and left the port later in the day.—*Japan Gazette*.

HYDE PARK of the 18th inst. says:—We regret to record the fact that the steamer 'Albany' of the Mogul Line, has gone ashore at Matsushima, a small island about 120 miles from Kobe, in the Inland Sea. She is said to be lying at such an angle that it is impossible for any one to stand on her decks; or for the extent of her injuries to be ascertained. She left here, Friday afternoon, in charge of a pilot named W. Houghton. She was a vessel of 1,488 tons, and in command of Captain Hood, whose first trip it was. She was bound for New York. She has been engaged in the Japan trade for several years and was a well-found vessel. The island ashore is wrecked on is said to be very precipitous, with about 100 yards of sandy beach.

Mr. Barnum has left upwards of 5,000,000 dollars, and his will, with eight codicils, took a lawyer two hours and a half to read and cover 100 pages of legal language. His books and papers will buy me 100 for \$100,000, others to Taft's College in Massachusetts; 125,000 dollars to complete the new historical and scientific building at Bridgewater, the town in which the famous showman lived; 15,000 dollars to the First Universalist Church in Bridgewater, and various sums to other Universalist churches, to the children's Aid Society, the New York Society for Prevention of Cruelty to Animals, to boys' and girls' clubs, to widows' and humanities societies, and other benevolent institutions. His wife receives 110,000 dollars absolutely, and 40,000 dollars.

The first Mahomedan marriage ever celebrated in England took place on the 18th April at the Moslem Institute, Liverpool, where the followers of the Prophet in that city regularly assemble. The bride was Miss Charlotte Fitch, eldest daughter of Charlotte Fitch, J.P., of London; and the bridegroom a Mahomedan barrister practising in London, whose father is revenue secretary in the Nizam of Hyderabad. There was a preliminary marriage at St. Giles' Cathedral. The Vicar of Paddington, the minister of the church, officiated, the conditions of which were such as to give a knowledge of Arabic. The Moultie, as the official is called, was dressed in a long robe of crimson silk, beneath which was a tight-fitting tunic of embroidered black velvet, the whole girded by a broad gold belt, and wearing a turban of white silk, with tassels which fell over his shoulders. There were two bridemaids. The bride's responses were in English, the bridegroom's in English and Arabic. The lady repeated after the Moultie the words of the marriage contract:—'I stand here in the presence of God and all who are assembled to witness my heart to your heart, and my destiny to your destiny, and to be called by your name. Your sorrow shall be my sorrow, your happiness shall be my happiness.' The bridegroom made some promises, after which the Moultie delivered an address to the newly-wedded pair, quoting as examples Adam and Eve and Mahomet and Khadija. Fatima and Ali as models of conjugal fidelity. After this the bridegroom placed the ring on the bride's finger. The ceremony ended with the inscribing of the names of the contracting parties and their witnesses in the register of the Mosque.

CORRESPONDENCE.

THE NATIONAL BANK OF CHINA.
—To the Editor of the 'CHINA MAIL.'

Hongkong, May 26, 1891.

In your issue of Saturday, 23rd inst., 'Brownie' in referring to our new local venture the National Bank of China, says:—'A good deal more has been made public at home which could not have been done here; and then alludes to the Articles of Association in a way, not tending to ease the mind of a local investor.' 'Brownie' has said too much, or not enough. It is impossible to imagine a subject of more importance to us, as a Commercial Community; more or less its success or failure will affect us all; anyhow as a considerable investor in the Colony I wish to express my views.

In the first place the way the Company has been brought forward here has seemed to me unsatisfactory. No Prospectus nor Articles of Association have been made public.

My information I obtain from the London Times of April 17th. In the information relating to the payment of the call of \$2 per share, the first advertisement read 'must be paid', and signed simply 'W. H. Forbes, Chairman'. The following advertisement read 'payable' by order of the Board of Directors, W. H. Forbes, Chairman. This was common to all three papers and must have been officially altered. This is a small matter, but the porportion 'must be paid' upset my mental equilibrium for the time being—small matters indicate sometimes what is behind, and this left an unpleasant feeling. The successful conduct of a business is made of just such small matters.

I entirely agree with 'Brownie' that 'more has been made public at home than could have been done here'. The prospectus was made entirely for home consumption, and is certainly not satisfactory reading for investors in China. In reading the prospectus the inference drawn is that the Chinese have no Banking facilities here at all; that there is no local bank here with local board of directors, and local knowledge of the Chinese system of doing business, and their financial needs. Also the inference drawn from the prospectus is that the new Bank will have advantages and facilities for dealing with Chinese not possessed or obtainable by similar institutions already located here. Again the prospectus says 'the issue in China has been a complete success'.

It is not why the shares at present a 40 per cent. discount; with this in view, how can the new Bank be expected to do well? To what extent does public confidence here rest with the Bank?

Is not the Robert Shaw mentioned in the prospectus a sleek-in 'Messer-Russell' and Co's own off? What is the value of

shares while leaving other things alone; and the fact that they believe that great harm is being done by short selling in shares, while practically no evil results from the other form of speculation?

The question to be decided, in coming to a conclusion as to whether the Bill is wanted or not, is 'Has short selling been productive of harm to such an extent that it must be stopped?'

Those who are in a position to best answer this question are not likely to do so unless compelled, and the appointment of a Commission to examine witnesses on oath would be the only possible way of coming to a true conclusion.

If the Bill be passed some think it will be a dead letter, short sales will still go on as it is, but defectors will not be liable to prosecution, and as they are very rarely now brought into court it will make no practical difference. The Revenue will suffer by a shrinkage in the sales of stamps on contracts, but this is of small importance compared with the question at issue.

In conclusion, the writer desires to emphasize his opinion that the advice given by passing this Bill deserves very careful attention—the inaction should be thoroughly sifted and thrashed out, and then a definite course should be called upon upon the Government to assist the Chinese in their efforts to be self-reliant. Whether the extreme liberality of the Articles of Association mentioned by 'Brownie' will prove satisfactory or otherwise in the eyes of shareholders here remains to be seen.

Yours,

SHAREHOLDER.

THE POOR BROKER.

To the Editor of the 'CHINA MAIL.'

Hongkong, May 26.

Sir.—I enclose my copy of 'Poor Broker' for your perusal. I am sure that the Japanese sailing vessel, the 'Fukuyama', which was about 2,000 fathoms long, was struck midships and cut in two, and one of the two men on board at the time of the collision sank before a boat could reach him. The other was saved by a boat lowered from the Japanese man-of-war 'Takachiho'. The 'Onda' anchored immediately after the accident, and left the port later in the day.—*Japan Gazette*.

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Mails.

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Intimations.

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Merchant Vessels in Hongkong Harbour.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSAILLE,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;
ALSO,

BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for SATAVIA, PERSIAN
GULF, INDUS, MARGELLES,
BIESTE, HAMBURG, NEW YORK
AND BOSTON.

SHIP ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NATIONAL MAIL STEAMSHIP COMPANY
THAMES, Capt. W. A. SMITH, R.N.R.,
with His Majesty's Mail, etc., is despatched
from this for LONDON, via BOMBAY
and SUEZ CANAL, on THURSDAY, the
28th May, at Noon.

Cargo will be received on board until 4
p.m., Parcels and Specie (Gold) at the Office
until 4 p.m., on the day before sailing.

Silk and Valuables for Europe will be
transhipped at Colombo; General Cargo
for London will be conveyed via Bombay,
without transhipment, arriving one week
later by the ordinary direct route via
Colombo. Two will be sent either via
Bombay or Colombo according to arrangement.

For further particulars regarding
FREIGHT and PASSAGE, apply to the
Peninsular and Oriental Steam National
Company's Office, Hongkong.

The Contents and Value of Parcels are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

Passenger details of inuring their
cargo can be do so on application at the Com-
pany's Office.

This Steamer takes Cargo and Passengers
for MARSAILLE.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 21, 1891. 1040

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN
FRANCISCO.

THE U. S. Mail Steamship CHINA
will be despatched for SAN FRANCISCO, via
YOKOHAMA, on THURSDAY, the 11th June, at 1 p.m., taking
Passenger and Freight for Japan, the
United States, Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japanese
Ports, to San Francisco, to Atlantic and
Central Oceans of the United States, via
Overland Railways to Havana, Trieste,
and Bremen, and to world Markets,
Central and South America by the Com-
pany's and connecting Steamers.

Through Passage Tickets granted
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:

To San Francisco \$225.00
To San Francisco and return, 393.75
available for 6 months, 325.75
To Liverpool 315.00
To London 332.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passenger by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passenger who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central.

J. S. VAN BUREN,
Acting Agent.

Hongkong, May 19 1891. 1017

NOTICE.

COMPAGNIE DES MESSAGERIES
MARTIRES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 3rd June, 1891, at noon, the Company's S.S.
SYDNEY, Commander DELACROIX, with
MASS. PASSENGERS, SPECIE, and
CARGO, will leave this Port for the above
Places. Cargo and Specie will be registered for
London, as well as for Marseilles, and so-
cotted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 2nd June, 1891. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, May 20, 1891. 1031

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship GAELIC will be
despatched for San Francisco, via
Yokohama, or SATAVIA, THURSDAY, the 30th
May, 1891, at 1 p.m., connection being
made at Yokohama, with Steamers from
Shanghai and the Far East. Circulating, as it does,
among most of the old China's hands
and other sailing residents at the
Treasury Ports and in the interior, it offers
special advantages to adventurers.

The Overland China Mail will be regularly
posted from the China Mail Office to sub-
scribers, on their addresses being forwarded to
the Office.

Subscription: Per Annum, \$12.00, postage, \$1.00
" Quarter, " 3.00, " 0.25
" Single Copy, 0.30.

China Mail Office, Hongkong.

Price, - - - - - 50 Cents.

NOW READY.

THE REVENUE OF CHINA.
A SERIES OF ARTICLES

Reprinted from "The China Mail".

WITH APPENDIX.

THIS PAMPHLET is Now Ready,
and may be had at the
Office of the Paper,
Messrs. LANE, CRAWFORD & CO.,
Messrs. KELLY & WATSON,
And Mr. W. B. BURTON.

Price, - - - - - \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1884.

NOW PUBLISHED.

BUDDHISM, ITS HISTORICAL
THEORETICAL AND POPULAR
ASPECTS.

BY ERNEST J. ETEL, PH.D., TURNING.

THIRD EDITION,
REVISED, WITH ADDITIONS.

Price, - - - - - \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 14, 1889.

NOW READY.

VOLUNTEERS AND THE DEFENCE
OF HONGKONG.

A SKETCH.

Price, - - - - - FIFTY CENTS.

To be had at MESSRS. LANE, CRAWFORD & CO.,
MESSRS. KELLY & WATSON, and
MESSRS. W. B. BURTON & CO.

August 14, 1889.

NOW PUBLISHED.

NOT Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ADOLE OLUK, American barque, Capt. F.
CARLETON—REUTER, Brockleman & Co.

ADOLPH OUDING, Capt. Carleton, Amer. barque, Capt. F. CARLETON—REUTER, Brockleman & Co.

ALICE, Capt. Carleton, Amer. barque, Capt. F. CARLETON—REUTER, Brockleman & Co.

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